

NMDOT Long Range Planning and the Statewide Transportation Improvement Program

Transportation Infrastructure Revenue
Subcommittee
NM State Legislature
July 22, 2013

Long Range Planning

Planning Structure

- Department of Transportation
- Metropolitan Planning Organizations (MPO)
- Regional Transportation Planning Organizations (RTPO)

Long Range Planning

Planning Process

- Funding
- Annual Work Program
- Responsibilities of the MPOs/RTPOs

Long Range Planning

Statewide Long Range Plan

- Currently revising (every 4 years)
- End date of 2040
- Collaborative Effort

Long Range Planning

Statewide Long Range Plan

-Economy

-Water Availability

-Vehicle Technology

Long Range Planning

- **Scenario Planning**

- Estimate Revenue

- Transportation Alternatives

- Identify Priorities

- Short, Medium, Long Term

STIP

State Transportation Improvement Program

- 4-Year Fiscally Constrained Plan containing all Federally funded and regionally significant projects
- Funding programs and levels are established by federal authorization and budget bills
- The STIP includes all projects from the Transportation Improvement Plans (TIPs) from all Metropolitan Planning Organizations without modification

STIP Programming/Management

- Appropriation – amount of funding authorized by Congress for transportation purposes.
- Obligation Limitation – the ratio of the amount of appropriated funds that can be obligated in a given federal FY.
 - This allows the federal government to balance spending levels with income into the Highway Trust Fund

STIP & TIP

Programming/Management

Example:

- \$100,000,000 may be appropriated by Congress for a given FY.
- The Obligation Limit is set at 90% for that federal FY.
- The state may only obligate \$90,000,000
- The remaining \$10,000,000 is still appropriated and can be spent in the next fiscal year but not in addition to the following year's obligation limit (unless the obligation limit is over 100% which is rare)
- If the following year's appropriation is \$100 million and the obligation rate is still 90%, the state can only obligate \$90 million.

STIP Project Requirements

All projects in the STIP/TIP are required to have the following for each project or phase:

- Project Description (scope of work, termini, etc.)
- Estimated Total Project Cost
 - This includes funding from ALL fund sources (state, local, tribal, private, bonds, other federal funds, etc.)
 - Cost is in year of expenditure
- Amount of Federal Funds to be obligated by fiscal year
- Lead Agency responsible for carrying out the project

Projects Required to be in the STIP

- Projects funded under 23 U.S.C.
 - NHPP (National Highway Performance Program)
 - STP (Surface Transportation Program)
 - TAP (Transportation Alternatives Program)
 - Recreational Trails Program (set-a-side program)
 - CMAQ (Congestion Mitigation-Air Quality)
 - HSIP (Highway Safety Improvement Program)
 - Rail-Highway (Hazard Elimination/Protective Devices)
 - MTP (Metropolitan Planning Program)
 - Federal Lands Access Program
 - Remaining funding sources from previous authorization bills, including remaining earmarks

Projects Required to be in the STIP

- Federal categories funded by the Federal Transit Administration (FTA)
- Projects that are “*regionally significant*” regardless of fund source.
 - This would include major roadway, transit or commuter improvements such as a new roadway even if 100% state funded
 - Projects requiring an action by FHWA or FTA
 - Projects adding capacity to existing roadways even if fully funded with local, state or private funds
 - MPO’s may also have additional requirements

Project Programming in Metro Areas

- Projects are programmed into the TIP by *“the MPO in cooperation with the State and public transportation operators.”*
- There is no difference in the programming of projects between MPOs which are TMAs (ABQ & El Paso) and those which are non-TMAs (Transportation Management Areas) (Santa Fe, Las Cruces and Farmington).

STIP & TIP

Programming/Management

- The STIP is intended to include the State's infrastructure needs based on condition and capacity for a four period
- Since the State's needs vary over time the STIP is completely re-evaluated every 2 years
 - Current STIP years: 2012-2015
 - New STIP years: 2014-2017
- Quarterly amendments are a means to make minor adjustments resulting from changes that arise during project development

Important Points

- Lead Agency (Project Sponsor) is responsible for carrying out the project to completion
- Lead Agency is required to comply with all applicable federal rules and requirements (NEPA, Title VI, ADA, requirements for use of certain funding categories, etc.)
- FHWA funds are paid by reimbursement
 - Funds must be spent; agencies then file for reimbursement

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